

Intimations.

THIS HAIR WASH has been prepared by us for the last 20 years. Its sale is steadily increasing in India, the Straits and Japan. It possesses all the qualities of a Hair Oil or Tonic without their stickiness. It induces a healthy action of the scalp and nourishes the hair. Dandruff never appears whilst it is in use. It contains none but the best ingredients, and the greatest care is taken in the compounding. When the Hair falls off after use of any other ointment, this Wash will surely prove of the greatest value.



From its great nourishing power on the follicles it may in time cause Hair to return to its natural color; it, however, does not contain a particle of any dyeing ingredient. Using it constantly will most certainly prevent the Hair falling. It is cleanly in use, the smallest quantity sufficing. It has no sediment, and therefore requires no shaking. J. LLEWELLYN & CO., Hongkong Agents: LANE, CRAWFORD & CO.

Entertainment.

GARRISON THEATRE.

BY KIND DONATION OF Major-General E. W. DONOVAN, Colonel L. F. HARRIS, Major-General R. A. HARRIS, THE ROYAL ARTILLERY DRAMATIC CLUB will give A PERFORMANCE OF MONDAY EVENING, 7th FEBRUARY, 1891, FOR THE BENEFIT OF A WIDOW OF THE CORPS.

The Performance will commence each Evening with the ORIGINAL DRAMA, in Three Acts, entitled "NEXT OF KIN."

Mr. Mountjoy, alias A. CHAMPION. Mr. Grubbin, a Lawyer, E. G. REYNOLDS. Mr. Fiddle, a Lawyer, W. LOCKE. Timothy Chump, alias J. DABE. Theodore Villiers, alias J. DABE. Sam, a Footman, alias J. DABE. Battison Page, alias J. DABE. Hilda, a Hindoo, alias J. DABE. Miss Clara Mountjoy, alias J. DABE. Mrs. Chump, a Landlady, alias J. DABE.

An Interval of Ten Minutes. Mrs. BERNARD and Mr. LESLIE of the AMATEUR DRAMATIC CLUB Have kindly consented to give "A Scene from the Hunchback" as an INTERLUDE.

An Interval of Five Minutes.

To conclude each Evening with the ORIGINAL and ENTERTAINING FARCE, entitled "Two Heads are Better than One." Mr. Strange, a Short-tempered old Gentleman, J. DABE. Charles Conquer, alias J. DABE. with Ellen, alias J. DABE. Mr. Maxwellton, alias J. DABE. Gentleman of fortune, alias J. DABE. Sammy Maxwellton, alias J. DABE. Son-an artless youth, alias J. DABE. Ellen Strange, his Niece, Mrs. DABE.

PRICES OF ADMISSION: Reserved Seats, \$2.00. Second Seats, \$1.00. Third Seats, \$0.50.

Tickets can be obtained at the Officers' Mess, Sergeants' Messes, Canton Sergeants' R.A. and 27th Militia, all Pay Sergeants, and at the Door on Nights of Performance.

Doors open at 8.30 p.m. To Commence at 9.00 p.m.

Pantries will be kept in motion during the Performance.

"GOD SAVE THE QUEEN." Hongkong, February 5, 1891. f68

HONGKONG CHORAL SOCIETY. THE MEMBERS of the above Society will perform SULLIVAN'S OPERETTA, "H.M.S. PINAFORE," on WEDNESDAY, February 6th.

Performances to commence at 9 p.m. FORTUALLY.

Tickets (Price \$2) can be obtained at Messrs LANE, CRAWFORD & CO.'s, on and after Monday, the 7th February, at Noon Hongkong, February 7, 1891. f69

To-day's Advertisements.

ABRIDGED PROSPECTUS.

THE KAISER-I-HIND GOLD MINING COMPANY, LIMITED.

Incorporated under the Indian Companies Act X. of 1866.

CAPITAL, Rs. 12,00,000, (With Power to Increase) IN 48,000 SHARES of Rs. 25 EACH, Of which 33,000 are now offered to the Public.

Rs. 5 PAYABLE ON APPLICATION; Rs. 10 PAYABLE ON ALLOTMENT. Balance as required at discretion of the Directors.

Directors. Sir THOMAS BAILEY THOMPSON, Bart. NABABHO BYRAMJI JEEJEBHOY, Esq. Major CHARLES H. STURTT, R.A. (Retired List). C. B. LYNCH, Esq. (of Messrs. Craigie, Lynch, and Co.). FRAMER, DINSHAW PETIT, Esq. (of Messrs. C. and F. Dinshaw), Director of the Masqueon Spinning and Manufacturing Co., Limited. CHARLES H. B. FORBES, Esq. (of Messrs. C. H. B. Forbes & Co.), Director of the Ripon Gold Mining Company Limited.

(With power to add to their number) Secretaries & Treasurers, Messrs C. H. B. FORBES & Co., Madras Agents. Messrs ARBUTHNOT & Co., Solicitors. Messrs CRAIGIE, LYNCH, and OWEN, Consulting Engineer in Bombay. A. W. FORBES, Esq., M.C.E., Bankers. CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

PROSPECTUS.

THE "KAISER-I-HIND GOLD MINING COMPANY, Limited," is formed for the purpose of acquiring and working mining rights situated in the now celebrated Colar District of Mysore, and also for the purpose of carrying on the usual operations of Gold Mining in India, more especially by means of crushing and utilizing the quartz and extracting Gold and other minerals therefrom.

The mining rights to be immediately acquired by the Company extend over a block of land containing about one square mile, obtained from Mr. John Harris, Mining Engineer, and it will be seen that this report, which is annexed, is of a very encouraging nature. It shows that the property is situated about 40 miles east of Bangalore on the Mysore Plateau, and within 8 miles of the Colar Road station, that a good road is in course of construction to within a short distance of the Company's land to which it can easily be extended in a short time and at a moderate cost. The many special advantages of the Colar District include a climate healthy for Europeans, an abundant supply of cheap labour, and the proximity of a direct Railway to the coast. Timber and fuel can be obtained to an unlimited extent at moderate prices, and there is an ample supply of water-milling purposes. A further most important point is that the Title is declared by the vendors to be unexceptionable. The Mining rights will be acquired by the Company direct from the Colar Concessionaires who derive them from the Mysore Government. These Mining rights will be absolutely secured to the Company for the unexpired period of a term of 30 years (less ten days), subject to the payment of a small land tax and a royalty on the net proceeds of the Gold. This royalty, which will never exceed 5 per cent on the value of the Gold raised, will only be charged by the Mysore Government in the event of the British Government deciding to impose a similar tax in British territory. At present the British Government do not make any such charge, nor is it likely they will do so for some time to come.

The purchase-money is seven-and-a-half lakhs, half to be paid in cash and half in shares, and it is believed that the remaining capital of the Company, viz., four-and-a-half lakhs, will be ample for the successful working of the property. The vendors are to satisfy out of the said purchase-money the claims of Messrs C. H. B. Forbes and Co. and Messrs. Arbuthnot and Co. for their services in promoting the Company and negotiating the sale. The various Mining Engineers, who have visited the Colar Gold Fields, have without any exception reported on them most favourably, as likely to yield a very profitable return on any reasonable amount of capital invested. It will be seen from Mr. Harris's Report, that there is every reason to believe that the land to be acquired by this Company is of Great Mineral value, and that it is fully equal to any of the adjacent blocks recently taken up by the Mysore Government, and other Companies. That the purchase-money is moderate is best proved by the fact that only last month the Madras Company received and accepted an offer of 250,000 for half a mile of their land (which is adjacent to the block to be acquired by this Company), having previously sold the other half mile for 250,000, while the block of land containing the Oregum Mine consisting of only two-fifths of a square mile has recently been sold in London for 275,000. It is therefore, the Company should hereafter desire to subdivide or sub-lease a portion of their land, there is reason to suppose that they will be able to do so at a handsome profit. The high Premium at which the Mysore Company's shares have been recently quoted, affords a further proof of the favourable view taken by English investors with regard to the future of Gold Mining in Mysore. That Gold can be extracted from quartz in paying quantities in the Mysore Gold Fields is now an established fact. The Oregum Gold Mining Company, Limited (see Plan attached to Mr. Harris's Report), have just completed the construction of a crushing and a crushing of 44 tons of quartz produced 40 ounces of Gold. Such an output cannot fail to result in the payment of dividends that should satisfy the most sanguine expectations.

It is of course evident as regards the present, and all other Mining undertakings in Southern India, that the extent of their success cannot be gauged until proved by the actual results of operations; but the statement above made in para. 6 regarding the experience of the Oregum Gold Mining Company, Limited, rests upon authority believed to be unimpeachable.

Messrs. Arbuthnot & Co. have consented to act as Agents to the Company in Madras, and their intimate connection with Colar Gold Fields affords the best possible guarantee that the local interests of the Company will be most carefully looked after.

Early application for shares on the accompanying form together with remittance

of the amount of deposit should be made to Messrs C. H. B. Forbes and Co., the Secretaries and Treasurers of the Company, 8, Church Lane, Bombay, or the money can be paid to the Chartered Mercantile Bank of India, London, and China, who are the Bankers to the Company in Bombay. Of the 33,000 shares available for the public, about 15,000 have already been subscribed for, and it is expected that the Share List will be closed at a very early date.

Bombay, 28th December, 1890.

EXTRACT FROM MR. JOHN HARRIS'S REPORT.

The position of this mining property so close to a railway and easy of access, the number of reefs so well defined on the surface by their outcrops and line of old workings, and the fact that all the pits lately sunk in the vicinity, have proven them to be continuous in depth, regular, auriferous and easily worked; the very extensive surface old workings, the presence of Gold in the soil, water-courses, and quartz, the geological formation being favourable for gold, the purity of the gold found, the abundant supply of labour and material, the healthiness of the climate, marks this as being a very valuable property. Mining could be commenced immediately by breaking out quartz from near the surface, meantime, pits could be sunk to a considerable depth, say 100 yards deep, near the centre of the property, and headings driven east and west intersecting all the reefs and effecting the ground. Mining-ground could then be opened out on an extensive scale sufficient to last for many years without a further expenditure of capital. I feel confident if the development of this property is taken in hand by persons of means, and opened out with judgment, energy, and properly worked, it will, in a short time, pay good dividends and continue to do so for a great number of years on any reasonable amount of capital invested. I, therefore, with confidence, recommend this property to the favourable notice of capitalists and others intending to invest in mining ventures.

JOHN HARRIS, Mining Engineer.

11th December, 1890.

FORM OF APPLICATION FOR SHARES.

THE DIRECTORS OF THE KAISER-I-HIND GOLD MINING COMPANY, LIMITED,

Care of Messrs C. H. B. FORBES & Co., 8, Church Lane, Bombay.

GEORGE L. J. I beg to enclose herewith the sum of Rupees _____ being Rs. 5 per Share of the Shares of THE KAISER-I-HIND GOLD MINING COMPANY, LIMITED, of Rs. 25 each, and I request you to allot me that number of Shares; and I hereby agree to accept the same, as well as to pay the balance due thereon, according to the terms of the Prospectus and the Articles of Association.

Name (in full) _____ Address _____ Profession (if any) _____ Date _____ Signature _____ Copies of the Prospectus with Report in full can be had on application to Messrs C. H. B. FORBES & Co., Bombay; and Messrs ARBUTHNOT & Co., Madras. Hongkong, February 5, 1891. f62

To-day's Advertisements.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship "Japan," Captain T. S. GARRETT, will be despatched for the above Ports on SATURDAY, the 12th Inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents. Hongkong, February 5, 1891. f612

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE is hereby given, that an Extraordinary MEETING of SHAREHOLDERS will be held at the Registered Office of the above-named Company, No. 14, Praya Central, Victoria, Hongkong, on TUESDAY, the 22nd day of February, 1891, at 11.15 in the Forenoon, for the purpose of passing the Special Resolution to Empower the Board of Directors to sub-divide the present SHARES of \$500 each of the said Company into SHARES of \$125 each.

Dated this 5th day of February, 1891. By Order of the Board of Directors, D. GILLIES, Secretary.

SHIPPING.

ARRIVALS.

Feb. 5, Foochow, British steamer, from Canton.

Feb. 5, Malacca, British barque, J. F. Lloyd, Newcastle (N.S.W.) Dec. 11, 515 tons Coal, and 11 tons Wood. — STEWART & CO.

Feb. 5, Lombardy, British steamer, 2723, John B. Chapman, Shanghai Feb. 2, Mails and General. — P. & O. S. N. Co.

DEPARTURES.

Feb. 5, Nigata Maru, for Kobe, &c.

Feb. 5, Foochow, for Swatow and Shanghai.

Feb. 5, Malacca, for Singapore, &c.

Feb. 5, China, for Hongkong, &c.

Feb. 5, Nigata Maru, for Kobe, &c.

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HONGKONG DISPENSARY.

Established A.D. 1841.

A. S. WATSON & Co., FAMILY & DISPENSING CHEMISTS, WHOLESALE AND RETAIL DRUGGISTS, IMPORTERS.

OF DRUGGIST'S Sundries, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

MANUFACTURERS OF Soda Water, Lemonade, Tonic Water, GINGER, Potash Water, Sarsaparilla Water, and other Aerated Waters.

The Manufacture is under direct and continuous European Supervision. Hongkong, June 1, 1876.

The publication of this issue commenced at 9.40 p.m.

The China Mail.

HONGKONG, SATURDAY, FEBRUARY 5, 1891.

THERE is no difficulty in recognising the facile pen and somewhat fanciful style of "H.B.K." in our morning contemporary's issue of yesterday; and there can be no question that he has some claim to be heard on the question of education. Apart from his high ideal of what education is, or rather ought to be, it would be satisfactory were our versatile correspondent to give the public his views on what relative value he places upon Chinese and English training. For a young Chinese lad who has his way to make in the world, it is advisable that he should know a little English and less Chinese, or that he should be fairly well grounded in both. "H.B.K." ought to have some opinion upon that question; and to judge from the high standpoint which he takes up, and the tone he adopts in reference to the production of English-speaking washers of sudawater-bottles, the narrow local view of education advocated by the Governor would not be favoured. It would be rather refreshing, however, to hear what "H.B.K." thinks of the School question here, as it has been tortured and twisted by Governor Hennessy. There is one point which may be mentioned as affecting the Portuguese section of the community. It has been said, and we believe with much truth, that the present Governor has not sought to hide his inclinations to give "Hongkong to the Chinese" somewhat after the style of "Ireland for the Irish." His Excellency has frequently expressed his conviction that the trade of China, and of Hongkong in particular, would certainly soon fall into native hands; and his policy on more than one occasion would seem to imply that his wish was developed in his acts. So far as the Portuguese community are concerned, there is no doubt that they would be "improved" off the face of the island were large numbers of English-speaking Chinese boys "turned out," as it has been happily put, for service in this Colony. Now the fact that the Portuguese section of the community has hitherto held the subordinate positions in offices here has no doubt tended to lessen the urgency of the necessity for producing English-speaking Chinese youth at such a high-pressure rate as His Excellency appears to desire. So curiously do the various races fit into their several places, in a cosmopolitan Colony like this, that any violent forcing of so-called reform upon any one class is certain to react upon the other. If, therefore, setting aside all arguments against this policy, the turning out of say a dozen or twenty English-speaking Chinese prodigies a year had been resolved upon, and the Central School succeeded in carrying out this programme, the inevitable result would be that the Portuguese community would suffer. The Chinese assistant would elbow the Portuguese assistant out of the field, and St. Joseph's College would speedily become an institution for Chinese only. We do not say that this will be done, because we do not believe that Governor Hennessy will be permitted to carry out his utopian, crooked, and narrow-minded plans; but that this would be a natural result of the present petty interference with the well-tried and really solid system of education given in the Central School, there can be no doubt. His Excellency of course specially amiable to the Portuguese residents on certain occasions; but "actions speak louder than words."

POST OFFICE NOTICES.

MAILS will close:—

For SWATOW, at 9 a.m., on Sunday, the 6th inst., instead of as previously notified.

For AMOY AND SHANGHAI—Per Deception, at 9.30 p.m., on Monday, the 7th inst.

For AMOY—Per Emerald, at 3.30 p.m., on Monday, the 7th inst.

For AMOY, TAMSUI, AND TAIWAN—Per Fokien, at 5 p.m., on Monday, the 7th inst.

For SHANGHAI—Per London Castle, at 4.30 p.m., on Tuesday, the 8th inst.

For MACAO AND MANILA—Per Ajel, at 5 p.m., on Friday, the 11th inst.

For STRAITS SETTLEMENTS, AND CALCUTTA—Per Japan and Moray, at 2.30 p.m., on Saturday, the 12th inst.

MAILS BY THE BRITISH PACKET.—The British Contract Packet Lombardy will be despatched on MONDAY, the 7th February, with Mails to and through the United Kingdom and Europe, and Brindisi, to the Straits Settlements, Batavia, Burma, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australian Colonies.

MEMOS. FOR TO-MORROW.

Shipping. Daylight—Names leaves for Coast Ports. 2 p.m.—White Cloud leaves for Macao. Goods per Belgic undelivered after this date subject to rent.

Goods per Japan undelivered after this date subject to rent.

MEMOS. FOR MONDAY.

Shipping. 1 p.m.—Deception leaves for Shanghai. 4 p.m.—Emerald leaves for Amoy. 4 p.m.—English Mail leaves for Ports of Call and Europe.

Amusement. 9 p.m.—Dramatic Performances at the Garrison Theatre.

Miscellaneous. Transfer Books of Hongkong and Whampoa Dock Co., Ltd., closed from this date to the 22nd inst.

Wong Nai Chung Cup, Shindig: Ashley Cup, Brown Cup, Derby, Strathmore, Garrison Cup, Redstart or Strathmore, Valley Stakes, Heather, Jack or Tum, Jolly, and Ocean Cup, Mary Andrew or Wild Rose.

Amongst the arrivals yesterday we note the name of Mr. Corcoran, Inspector of Police, who returns to his duties after having had a trip home on leave of absence.

A STORY IN VERSE.

Yarvis, regis, in de hinc oculi—*First.*
Not without thoughts that ache with memories
Of foreign seasons and of days and nights
Of other lands I look back, and, amidst
Familiar faces in my infant years
But now grown alien to my travelled eye
Accustomed long to foreign sights, I muse
Upon the scenes and faces of a home
Of many a year ago.

I saw her first
When we drove from the railway station where
Her father met me once a long long way
From my old home, and pointing to a house
Before an open space of green and sky,
He said, "That is your home for many a year
To come." "Clad in a winter cloak of red
A little girl, who might be twelve or thirteen
And more, was standing at the iron gate
Underneath two grey leafless hawthorn trees;
And as our carriage neared, I looked,
And Margaret was laughing merrily.

Six winters passed, my school and college days
Were clear. The night before I left the house
Where grew two hawthorns by the gate,
Before an open space of green and sky,
I stepped from out the carriage, turned and looked,
And Margaret was weeping bitterly.

Two summers more again I reached the gate
Underneath two grey leafless hawthorn trees,
Before an open space of green and sky;
I stepped from out the carriage, turned and looked,
And Margaret was smiling happily.

The autumn came. Again at the old gate
Underneath two grey leafless hawthorn trees
Before an open space of green and sky,
The carriage stood. "Farewell, my dear Margaret!"
Poor Margaret was weeping bitterly.

Hongkong, January 30, 1881.

CONTRACTORS AND ENGINEERS.

(The Engineer, Dec. 3.)

When any considerable engineering work, such for example as a bridge, is to be constructed, it is the practice to prepare certain instructions—which are known as "The Specification"—and to invite contractors to say what price they will carry out the work according to the instructions given in the specification. Other things being equal, the contractor who will do the work for the smallest remuneration, and who is apparently satisfied, but it is not without defects, and it is very much to be desired that these defects should be eliminated. The specification is always drawn up by an engineer, or some one who is an engineer by reputation, and it is to be not himself a member of the profession, he is, if a prudent man, careful to employ some one who has a special and competent knowledge of the kind of work to be done. A moment's consideration will show that from the outset there is an element of contention, and it is the engineer who prepared the specification, and the other is the contractor. The first wishes the work to be done as well as possible; the second wishes it to be done at the lowest possible price. But low price and good workmanship are incompatible, and it is well known that the life of a contractor may be exceedingly harassing and arduous. Nothing but incessant attention to the workman will keep their operations up to the proper standard; for example, only those who have tried it can realize how difficult it is to get apprenticeship or wholly untrained men to do good riveting which will satisfy an engineer.

The engineer who prepares a specification appoints an official known as an "inspector" to see how the contractor carries out the work. The inspector has to make a large power at all. If he finds that the contractor does not comply with the instructions given him by the specification, he can compel him to suspend his operations until an appeal can be made to the engineer. If the engineer pleases he can approve of the action taken by the inspector, or he may side with the contractor. In any case the inspector cannot go an inch beyond the specification; and in all cases of doubt he can refer the matter to the specification. So long as the latter is observed, the inspector can make no objection of any kind with propriety. It will be seen from all this that the specification is a very important document, and whenever disputes arise between the contractor and the engineer they turn on the meaning of the specification, and it is very usually and objectionably confounded with the meaning of the engineer and that of the contractor. Obviously a specification and contract are very straightforward, sensible documents, concerning which there ought to be no mental confusion whatsoever. The contractor reads the specification, and is supposed to make himself master of its contents. Having done this, he states in writing what virtually means that he will carry out the instructions for a certain sum of money. With first-class contractors we have nothing at present to fear. They comply not only to the letter but in the spirit of the specification. We are now considering the action of men, both contractors and engineers, who do not hold a first rank, and who are nevertheless very numerous. The second-rate contractor is one who can only be got to work by a specification which is so framed that it is always in doubt as to what a specification means, and the construction to be put upon it. For example, let us suppose that a specification has been prepared for a set of sewers, or a dozen Lancashire boilers. In the specification for the first we may find such a clause as this:—"All the bricks are to be good hard picked stocks. They are to be laid in cement mortar, gauged two of sand to one of cement, and the cement is to be fresh ground and of the best quality." In the boiler specification we find, "the workmanship is throughout to be the very best." Now it is extremely unlikely that an honourable contractor would have the least difficulty in knowing what is meant by the passages quoted. But a contractor who is honest, but not honourable, might have very great difficulty. What is a "good hard picked stock"? What does "fresh ground" mean? Must the cement have been in the mill not more than a week ago, or would it not do to be called fresh ground even after the lapse of a year if compared with other cements which had been in store for three years? If the cement had got a little damp, and had been put through the mill a second time for obvious reasons, could it not be regarded as fresh ground? And what is meant by the "best quality"? Might not the contractor place that he bought the cement, and being of excellent quality, that the maker had assured him of this, and who could know better? In like manner it will be seen that as regards boilers, what is and what is not first-rate workmanship is a question which may be discussed. The workmanship of a boiler must be very different from that of a set of sewers, and it is very good indeed. The engineer who attempts to contend with contractors under such circum-

stances will have a very sorry time of it; and we need hardly say that no man of experience would think of wording a specification so vaguely. Yet after giving the most minute instructions possible, something must be left which the engineer cannot fill in; some loophole will be found through which a dishonest contractor can creep. To avoid the consequences the engineer always introduces a clause to the effect that should any dispute arise between the engineer and the contractor the engineer himself shall be sole arbitrator, and his decision shall be final.

To such a clause contractors as a body object. Yet it is very difficult to see how its presence can be avoided. The only substitute for the engineer in such a case would be some third party or arbitrator; and this the contractor will show that it would be necessary to keep an arbitrator constantly on the works to judge between the engineer and the contractor. He would thus be virtually the engineer; and on him would devolve the responsibility for the due performance of the contract. Such a state of affairs would not be likely to exist, and we venture to think that there is after all no hardship inflicted upon contractors by the objectionable clause. Let us suppose for a moment that A. wants a house or a bridge built, and employs B. to build it. No specification is prepared, but a bargain is made that a bridge shall be built to please A. for a certain sum. Now no man in his senses will sign a contract under such conditions without fully realizing that it is quite optional with B. whether he does or does not. And he will include the risk of rejection in the price he will charge for the work. The existence of a specification is the contractor's safeguard; and if he takes care not to sign a specification with which he is not satisfied, he will have no reason to complain of the engineer. In dealing with bricks, for example, let it be stipulated that they shall come from a certain district, weigh a given weight, and absorb a fixed quantity of water and no more. Let it be stipulated that cement shall support a tensile strain of 200 lb. per square inch, or such other strain as may be fixed on. The engineer can make no objection to bricks which comply with the conditions, nor can he find fault with cement which satisfies the stipulations of the points which must be accurately defined in a specification to avoid trouble; and first-rate contractors dealing with men whom they have not dealt with before will sign specifications with which they will be satisfied until they are amended, but second-rate contractors will not sign a specification unless it gives them a chance of making more money than they could otherwise realize. Unfortunately there is a notion current among contractors that a specification is as taken only as a guide, and that so long as its provisions are not strictly adhered to, as its provisions are not strictly adhered to, it is impossible to denounce this mischievous theory in too strong terms. It has done more to shake confidence in the honesty of contractors and the ability of engineers than anything else. Contractors should remember that when they sign a specification, and a contract they pledge themselves to do certain things. There are men, we regret to say, who will do all in their power to pass off bad workmanship and bad materials when working under contract, who would not for a moment dream of doing so if they were not bound by a contract. It is only by honouring their specifications, and by being bound by a contract, that they can be made to do a certain thing—namely, to pay a stated sum of money on a particular day—and when a man signs a contract, he does nothing less. He promises that he will do a certain thing in a certain way; and to an honourable man the promise is as binding as a contract, and in the eye of the law it is just as important as an acceptance. By virtue of the latter the acceptance can be made to pay, and by virtue of the former the contractor can be compelled to supply workmanship and materials of the best quality, and the engineer shall be the judge of quality, and the contractor shall be bound to regard specifications as documents from which there is practically no appeal, from which there would be more careful how they signed them. We have, over and over again, heard it urged by contractors, that they had no idea the workmanship was to be so good when they took the contract, and this although they had lying before them a paper, bearing their own signature, stating as plainly as it could be stated, that "the workmanship shall be throughout the best possible."

We have said that it is extremely desirable that some plan should be devised which would enable the engineer to put a stop to the constant disputes which are now of daily occurrence between engineers and contractors. It is not, however, by any means easy to see what is to be done. A proportion of the mischief is due to the loose wording of the specifications, and much would be gained, if the engineers would make it a practice in all cases to submit their specifications to a competent lawyer in the first instance. There are now at the bar numbers of men who possess a great deal of special knowledge of engineering work, and who would enable them at once to see where a contractor could prove one too many for an engineer. Such men could give advice to the engineer, which would prove simply invaluable. Again, a contractor should never sign any specification or contract until he has had the specification read to him, and if he has the smallest doubt on the subject he should consult his lawyer as to the legal meaning of phrases and conditions and penalties. In one word, we would have every specification and contract, not a code of instructions, but a legal document, such documents would, it is to be assumed, be signed by the contractor with his eyes open, and he would know from the first that he must abide by the consequences. It is too much the practice in the present day to look upon a specification as not binding upon a contractor, too much the practice to expect what is known as a "favour" from the engineer, and too much the custom to be angry, indignant, and disappointed, when it is found that the engineer is not disposed to regard his instructions as a dead letter. Signing a contract is a very serious thing, not to be done lightly or without consideration. It implies the making of a solemn promise, and the man who is disposed to evade the provisions of his contract can hardly be regarded as an honourable gentleman, although in a certain sense he may be looked on as a rogue. Furthermore, it is not to be supposed that everyone who fails to comply with the terms of his contract is a rogue. On the contrary, keen competition has induced many men to undertake work at far too low a price, and we regret to say that the practice in too many instances for both engineers and contractors to regard a specification very lightly, and so an idea has got about that after all signing the specification is "only a matter of form." This thought has been a great comfort to many contractors, and has enabled them to honestly obtain to undisciplined competitors who do not look upon signing a contract as a matter of form. We can hardly blame the former, but we sympathize with the latter. If a determined effort were made to attach to contracts and specifications the weight which they truly carry, very much would be gained, and we should have less questioning as to the meaning of specifications which were certainly never meant to be a terror to honest men.

For Sale.

WHERE YOU CAN BUY

Superior California LAMB'S WOOL
BLANKETS.
SARATOGA TRUNKS.
TRAVELLING BAGS AND SATCHELS.
AGATE COOKING UTENSILS.
THE AMERICAN BROILER.
TURNBULL'S FAMILY SCALES.
TOBACCO SHAVES.
AMERICAN AND CRUDD'S LOCKS.
HOUSE GONGS.
SMOOTHING IRONS.
LEMON SQUEEZERS.
MOUSE TRAPS.
BILLIARD QUE TIPS AND CHALK.
PANUS CORIUM FOR BOOTS.
THE CONTINENTAL HAT.
LIFE BUOYS.
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COPPER WIRE GAUZE.
WAFFLE IRONS.
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FIRE GRATES.
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FOR LADIES AND OFFICE USE,
the
Best and Cheapest
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HONGKONG.

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POPULAR EDITION OF STANDARD
WORKS, &c.

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GLASS'S SCHOOL SERIES.
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WEBLEY AND SONS' London-made SPORTING GUNS.
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SELF-SHOT-EXTRACTING REVOLVERS.
THE PATENT BOTTLE CLIP.
TABLE GLASSWARE.
EARTHENWARE.

THE FINEST STOCK OF

CAVITE,
FORTIN, and
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CIGARS, and
CHEROOTS.

All Specially Selected.

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GROCERIES.

FRESH SUPPLIES RECEIVED BY EVERY

MAIL.

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CRYSTALLIZED CHERRIES.
FARM'S FAVORITE BISCUITS.
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FRENCH PLUMS.

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HUMPS.
ROUNDS.
BRISKETS, and
TONGUES.

California ROLL BUTTER.

APPLE BUTTER.
OLAM CHOWDER.
FISH CHOWDER.

Soused PIG'S FEET.

Soused SHEEP'S TONGUES.
Pickled LAMB'S TONGUES.
Gruyere CHEESE.

New York CREAM CHEESE.

CAVIARE.
Curried OYSTERS.
California CRACKERS Co.'s BISCUITS.
Cracked WHEAT.

HOMINY.

PATE DE POIE GRAS.
RICHARDSON AND ROBERT'S Pickled MEATS.
Lamph TONGUE.

PRESENT TRA in 6 and 10 Catty Boxes.

WINE and SPIRITS of All Descriptions.
RAIL-MAKING associated on the Premises.
MACREWEY, FRICKEL & Co.
Hongkong, January 26, 1881.

Mails.



STEAMSHIP FOR
SINGAPORE, PENANG, POINT DE
GALLE, ADEN, SUEZ,
PORT SAID, MALTA, GIBRALTAR,
BRINDISI, ANCONA, VENICE,
SOUTHAMPTON, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.
N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERSIAN
GULF PORTS, MARSEILLES,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
LOMBARDY, Capt. J. R. CHAPMAN, with
Her Majesty's Mail, will be despatched
from this for BOMBAY, on MONDAY,
the 7th February, at 4 p.m.
Cargo will be received on board until
10 a.m. on the day of departure.
Parcels and Special Goods (Gold) at the Office
until 10 a.m. on the day of departure.
Silk and Valuable Goods for Europe will be
transhipped at Point de Galle; but Tea and
General Cargo at Bombay, arriving one
week later than by the direct route via
Galle.
For further Particulars regarding
FREIGHT AND PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM NAVIGATION
COMPANY'S Office, Hongkong.
The Contents and Value of Packages are
required to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bill of Lading.
A. McIVER, Superintendent.
Hongkong, January 26, 1881.

NOTICE

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAMSHIP FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, COLOMBO,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;
ALSO,
BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

ON MONDAY, the 14th of February,
1881, at Noon, the Company's S. S.
IRAOUADY, Commandant DIDIER,
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.
Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.
Shipping Orders will be granted until
Noon.
Cargo will be received on board until 4
p.m. Specie and Parcels until 3 p.m. on
the 13th February, 1881. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)
Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, February 3, 1881.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF
PEKING will be despatched for San
Francisco, via Yokohama, on FRIDAY, the
18th February, 1881, at 3 p.m., taking
Passengers, and Freight for Japan, the
United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States via Over-
land Railways, to Havana, Trinidad, and
other ports in Mexico, Central and
South America by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.
Freight will be received on board until 2
p.m., the 17th February. Parcel Postage
will be received at the office until 5 p.m.,
same day; all Parcel Packages should be
marked to address in full; value of same
is required.
Consignment Invoices to accompany Overland
Cargo should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 8, Praya Central.
RUSSELL & Co., Agents.
Hongkong, February 1, 1881.

Intimations.

Mr. Andrew Wind,
News Agent, &c.,
133, NASSAU STREET, NEW YORK,
is authorized to receive Subscriptions,
Advertisements, &c., for the China Mail,
Overland China Mail, and China Review.

SAILOER'S HOME.

ANY Out-of-Country Boats, or
PARCels will be thankfully received
at the Sailors' Home, West Point.
Hongkong, July 26, 1878.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.
MELCHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, October 27, 1874.

Notices to Consignees.

CASTLE LINE OF STEAMERS.

FROM LONDON, SINGAPORE AND

PENANG.

THE S. S. *London Castle*, MARSHALL,
Commander, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that the Goods are being landed
at their risk into the Godowns of the Un-
dermentioned at Wharfe, whence delivery may
be obtained.

Consignees wishing to receive their Goods
on the Wharf are at liberty to do so.
Optional Cargo will be forwarded on, un-
less notice to the contrary be given before
Noon to-day.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining after the 11th instant will be
subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.

Hongkong, February 4, 1881.

NETHERLANDS INDIA STEAM

NAVIGATION COMPANY.

FROM BATAVIA, SAMARANG, SOU-

RABAYA, MACASSAR, GORONTALO

AND MANILA.

THE Steamship *Atjeh* having arrived
from the above Ports, Consignees
of Cargo are hereby requested to send in
their Bills of Lading to the Undersigned for
countersignature, and to take immediate
delivery of their Goods.
Cargo impeding the discharge will be at
once landed and stored at Consignees' risk
and expense.

JARDINE, MATHESON & Co.,
Agents.
Hongkong, January 26, 1881.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE S. S. *Moray* having arrived from
the above Ports, Consignees of Cargo
are hereby requested to send in their Bills
of Lading to the Undersigned for counter-
signature, and to take immediate delivery
of their Goods.
Cargo impeding the discharge will be at
once landed and stored at Consignees' risk
and expense.

JARDINE, MATHESON & Co.,
Agents.
Hongkong, February 1, 1881.

STEAMSHIP "JAPAN," Captain

T. S. GARDNER,

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE above Steamer having arrived, Con-
signees of Cargo by her are hereby
requested to send in their Bills of Lading
to the Undersigned for countersignature,
and to take immediate delivery of their
Goods from along-side.
Cargo impeding her discharge or remain-
ing on board after the 1st inst., will be
landed and stored at Consignees' risk and
expense, and no Fire Insurance will be
effected.

Consignees are hereby informed that any
Claims must be made immediately, as
none will be entertained after the 8th
Instant.

DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, February 2, 1881.

NOTICE TO CONSIGNEES.

S. S. "NIGATA MARU," FROM

KOBE AND YOKOHAMA.

CONSIGNEES of Cargo by the above
Vessel are hereby requested to send in
their Bills of Lading for countersignature,
and to take immediate delivery of their
Goods from along-side.
Cargo impeding the discharge or remain-
ing on board after Tuesday, the 1st
February, will be landed and stored at
Consignees' expense and risk.
No Fire Insurance will be effected.

MITSU HISHI MAIL S. S. Co.,
50A, Queen's Road Central.
Hongkong, February 1, 1881.

STEAMSHIP "SINDH."

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamship
Ganga, from London, in connection
with the above Steamer, are hereby
informed that their Goods are being landed
and stored at their risk at the Company's
Godowns, whence delivery may be obtained
immediately after landing.
Optional Cargo will be forwarded on,
unless intimation is received from the Con-
signees, before 2 p.m. to-day, requesting
it to be landed here.

Bills of Lading will be countersigned by
the Undersigned.
Goods remaining unclaimed after Tues-
day, the 8th Instant, at Noon, will be
subject to rent and landing charges.
No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, February 1, 1881.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour—

BOLDON, French barque, Captain Leon
Boulleux—Order.

LYONS, German barque, Capt. T.
Steinle—Wideler & Co.

ROSS M. British barque, Capt. Robert
Orrell—Edwards Schallhaus & Co.

OKOZAKI, German schooner, Captain
Schiller—Slomson & Co.

F. H. DREWS, German barque, Captain
W. Vornatz—Melchers & Co.

CARRON, British steamer, Captain Hum-
phries—Borneo Co. Limited.

PROCTOR, British barque, Captain An-
thony—Edwards Schallhaus & Co.

Hongkong Rates of Postage.

(Revised December 1st, 1880.)

In the following Statements and Tables
the Rates are given in cents, and are for
Letters, per half ounce, for Books and
Patterns, per two ounces.

Newspapers over four ounces in weight
are charged as double, treble, &c., as the
case may be, but such papers or packets
may be sent at Book Rate. Two
Newspapers must not be folded together as
one, nor must anything whatever be inserted
except bona fide Supplements. Printed
matter may, however, be enclosed, if the
whole be paid at Book Rate. Rates cur-
rent may be paid at the Newspaper or
Book Rate.

Commercial Papers, singly, such papers
as, though Written by Hand, do not bear
the character of an actual or personal cor-
respondence, such as typewritten, copied,
printed, &c. The charge on them is the same
as for books, but, whatever the weight of
a packet containing any partially written
paper, it will not be charged less than 5
cents.

The sender of any Registered Article
may accompany it with a Return Receipt
on paying an extra fee of 5 cents.

The limit of weight for Books and Com-
mercial Papers to Foreign Post Offices is
4 lbs. Patterns for such offices are limited
to 8 ounces, and must not exceed these
dimensions: 8 inches by 4 inches by 2
inches.

N.B. means No Registration.

Countries of the Postal Union.

The Union may be taken to comprise
Europe, most foreign possessions in Asia,
Japan, W. Africa, Egypt, Mauritania, all
N. America, Mexico, Salvador, Brazil,
Peru, Venezuela, The Argentine Republic,
Uruguay, Trinidad, Guiana, Honduras,
Bermuda, Labuan, with all Danish,
French, Netherlands, Portuguese and
Spanish Colonies.

Countries not in the Union.—The chief
countries not in the Union are the Aus-
tralian Group, Chili, and S. Africa.

Postage to Union Countries.

General Rates, by any route:
Letters, 10 cents per 1/2 oz.
Post Cards, 5 cents each.
Registration, 10 cents.
Newspapers, 2 cents each.
Books, Patterns, &c. 2 cents per 2 oz.

Comm. Papers, 2 cents per 2 oz.
There is no charge on redirected corre-
spondence within the Postal Union.

Postage to Non-Union Countries.

Hawaiian Kingdom—
Letters, Registration, None.
Newspapers, 2¢.
Books & Patterns, 5¢.

West Indies (Non Union), Bolivia,
Chili, Costa Rica, Guatemala, New
Granada, Nicaragua, Panama, Paraguay, V.
Letters, Registration, None.
Newspapers, 5¢.
Books & Patterns, 5¢.

Australia, New Zealand, Tasmania, and
Fiji, via Torres Straits, Letters, 10¢;
Registration, 10¢; Newspapers, 2¢; Books and
Patterns, 2¢; V. Galle, Letters, 2¢; Re-
gistration, 10¢; Newspapers, 2¢; Books and
Patterns, 2¢.

Natal, the Cape, St. Helena, and Ascen-
sion, via Aden, Letters, 25¢; Registration,
10¢; Newspapers, 2¢; Books and Patterns, 5¢.

* A small extra charge is made on delivery.
† There is Registration to Hong Kong, India,
Iceland, 10 cents.
‡ Registration via San Francisco, 10 cents.
§ Cannot be sent via San Francisco.

LOCAL POSTAGE.

Between Hongkong, Canton,
and Amoy, in all
directions, and other
ports, the following
rates apply:
(Through a British
Agent, Hong
Kong, Amoy, Canton,
Shanghai, &c.)
Letters, 10 cents.
Post Cards, 5 cents.
Registration, 10 cents.
Newspapers, 2 cents.
Books & Patterns, 5 cents.

Between Hongkong, Canton,
and Amoy, in all
directions, and other
ports, the following
rates apply:
(Through a British
Agent, Hong
Kong, Amoy, Canton,
Shanghai, &c.)
Letters, 10 cents.
Post Cards, 5 cents.
Registration, 10 cents.
Newspapers, 2 cents.<